

Message Text

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11

ACTION EUR-25

INFO OCT-01 ISO-00 CIAE-00 DODE-00 PM-07 H-03 INR-10 L-03

NSAE-00 NSC-10 PA-03 RSC-01 PRS-01 SS-15 USIA-15

SAJ-01 CAB-09 COME-00 EB-11 FAA-00 IO-13 DRC-01 /129 W

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R 041720Z SEP 73

FM USMISSION BERLIN

TO AMEMBASSY BONN

INFO SECSTATE WASHDC 2354

CINCEUR FOR POLAD AND OPS

CINCUSAFE FOR POLAD AND OPS

CINCUSAREUR FOR POLAD, OPS, AEAGC-OCO

USELMLO

AMEMBASSY LONDON

AMEMBASSY MOSCOW

AMEMBASSY PARIS

USMISSION NATO

C O N F I D E N T I A L BERLIN 1537

EO 11652: GDS

TAGS: PGOV, PBOR, ETRN, WB, GE

SUBJECT: SOVIET STATEMENT ON FLIGHT PROCEDURES FOR BERLIN TRAFFIC

1. SOVIET CHIEF CONTROLLER AT 1000, 4 SEPTEMBER, MADE
FOLLOWING ORAL STATEMENT (SOVIET TRANSLATION): BEGIN
TEXT: THE PROBLEM OF AIR SAFETY IN THE BERLIN AIR
CORRIDORS AND BERLIN CONTROL ZONE CONCERNS MY AUTHORITIES.

THEREFORE, TAKING INTO ACCOUNT YOUR WISH TO MEET
AND DISCUSS VARIOUS ASPECTS OF ACTIVITIES IN THE BASC
AT THE CHIEF CONTROLLERS' LEVEL, I WOULD LIKE TO MEET
YOU AND GIVE MY VIEW ON SEVERAL MATTERS CONCERNING
AIR SAFETY IN THE BERLIN AIR CORRIDORS AND BERLIN
CONTROL ZONE.

IN PARTICULAR I THINK WE SHOULD DISCUSS THE
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FOLLOWING MATTERS:

1. THE POSSIBILITY OF ESTABLISHING A STANDARD
APPROACH PATTERN AT TEMPELHOF AIRPORT WITH LANDING
BEARING 270 DEGREES (CHART OF APPROACH IN QUESTION ATTACHED).

2. THE LOCAL FLIGHTS OF US, BRITISH AND FRENCH
AIRCRAFT AND THE POSSIBILITY OF PREVENTING DANGEROUS
APPROACHES OF THE AIRCRAFT FLYING IN THE BERLIN
CONTROL ZONE.

3. THE REGULATION BETWEEN THE ELEMENTS OF THE
PRESENT INFORMATION EXCHANGE ON THE FLIGHTS OF US,
BRITISH, FRENCH AND POLISH AIRCRAFT IN THE BERLIN
AIR CORRIDORS AND BERLIN CONTROL ZONE.

IF YOU BE SO KIND AS TO LISTEN TO AND CONSIDER
THE MATTERS MENTIONED ABOVE I WOULD EXPOUND THEM AT
ANY TIME AGREED NOT LATER THAN SEPTEMBER 8.

I ALSO HOPE THAT YOU IN TURN WOULD EXPRESS YOUR
OPINION ON IMPROVING THE SAFETY OF FLIGHTS IN THE
BERLIN AIR CORRIDORS AND BERLIN CONTROL ZONE.
END TEXT.

2. IN COURSE OF INFORMAL DISCUSSION THAT ENSUED,
IT TURNED OUT POINT THREE WAS INTENDED TO MEAN
REQUEST FOR ESTIMATED TIME OF ENTRY INTO SOUTHERN
CORRIDOR (MANSBACH BEACON TIMES) AS NOW PROVIDED
BY BRITISH FOR NORTH AND CENTER CORRIDORS. UK CHIEF
CONTROLLER MADE STRONG PITCH FOR BARTCC-SCHOENEFELD
LINK. IT WAS AGREED TO MEET SOVIET CONTROLLER 10 SEPTEMBER AT 1400
TO PROVIDE RESPONSE.

3. WHILE IN GENERAL THERE IS NO OBJECTION TO LISTENING TO THE
SOVIET PRESENTATION, WE SEE NO POINT IN ENGAGING IN EXTENSIVE
DISCUSSION WITH SOVIETS ON POINTS THEY RAISED,
NOR DO WE FORESEE POSSIBILITY OF LUCRATIVE
BARGAINING THAT WOULD YIELD ALLIES ANY ADVANTAGE AT
THIS JUNCTURE. THIS IS CERTAINLY NOT THE TIME TO AGREE
TO ANY MEASURES THAT WOULD SUGGEST ALLIES RECOGNIZE
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SPECIAL GDR ROLE IN REGARD TO BCZ TRAFFIC, AND SELF-
IMPOSED RESTRAINTS ON FLIGHTS IN SCHOENEFELD AREA
MIGHT WELL BE INTERPRETED AS HAVING SUCH IMPLICATION.
REALIGNMENT OF TEMPELHOF APPROACH IN QUESTION (VOR
RUNWAY 27L) ALSO APPEARS TO BE UNFEASIBLE FOR TECHNICAL
REASONS, AND IN ANY EVENT IS RARELY USED. WE HAVE
LONG FELT THAT FURNISHING MANSBACH BEACON TIMES, WHILE IT
WOULD COST US LITTLE, SHOULD NOT BE GIVEN AWAY FREE.

4. ACCORDINGLY, WE PLAN TO SUGGEST TO BRITISH AND FRENCH THAT ALLIES REPLY ALONG FOLLOWING LINES:
BEGIN TEXT: ALLIES HAVE TAKEN AND WILL CONTINUE TO TAKE ALL POSSIBLE MEASURES TO PREVENT ACCIDENTS INVOLVING BERLIN AIR TRAFFIC. IN THIS CONNECTION, THE ESTABLISHMENT OF AN ADDITIONAL SAFETY MEASURE IN THE FORM OF AN EMERGENCY BARTCC-SCHOENEFELD LINK WOULD BE MOST DESIRABLE. WE REGRET, HOWEVER, THAT THE SPECIFIC MEASURES SUGGESTED BY THE SOVIET CONTROLLER, WHICH ARE AT VARIANCE WITH LONG-ESTABLISHED PROCEDURES FOR BERLIN AIR TRAFFIC, DO NOT APPEAR FEASIBLE. END TEXT.

5. ALTHOUGH AGREEMENT WAS REACHED TO MEET ON 10 SEPTEMBER, WE DO NOT FEEL BOUND BY THIS COMMITMENT. SUBJECTS RAISED BY SOVIETS ARE NOT URGENT, SO, IF NECESSARY, WE WOULD HAVE NO COMPUNCTION ABOUT POSTPONING MEETING.

6. USCOB CONCURS.KLEIN

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